

## AN EPISODE OF 1902

(Continued from Page 1.)

growers. This equality was to extend a term of years. Before the treaty expired, the United States removed the inequality. If the letter of the treaty was not broken, the intent and design were thwarted. It was claimed that the spirit of the treaty was violated.

Hawaii suffered in consequence, and a claim was made for recompense. The justice of the claim was acknowledged by many, but the United States determined to disallow the same.

Promises were made that the matter would receive attention. A bill was introduced into Congress calling for the formation of a commission, but the whole matter had been allowed to grow dusty in pigeon-holes.

The Hawaiian Government attempted to get an acknowledgment from the United States to the effect that indemnity was due, but no such acknowledgment could be obtained. Of course the Hawaiian nation was in no position to do anything except to offer suggestions and await the pleasure of Brother Jonathan. In 1895 the Pacific cable was laid from San Francisco to Honolulu, with branches from the latter place to the Colonies and Japan.

The question of indemnity seemed as far from settlement as ever when an event happened that placed a different coloring on the matter.

One afternoon in June, 1902, the Government Observatory at the summit of Diamond Head telephoned a strange airship from the northwest. In a short time the city of Honolulu was thrown into a flutter of excitement by seeing a magnificent air-car float gracefully over the city and disappear over the rim of Punchbowl. Soon a strange vehicle came swiftly, but easily and quietly, down the drive from Punchbowl, and took the most direct course to the Government building. The vehicle consisted of a beautiful boat resembling a whale boat, but made of aluminum. It was supported on four wheels, which seemed intended to act as wheels on land and as propellers in the water, for it was evident at once that the curious carriage was equally at home on terra firma or in the aquatic element.

The carriage was propelled by some unseen engine, probably electric in principle. Within the amphibious machine sat three men. One, evidently the superior in command, was a quiet-looking gentleman about 38 years of age, dressed as a civilian; the others were in uniform, and were very intelligent-looking men. One of these controlled the movements of the car. At the rear end was a short staff, from which fluttered a long scarlet pennant.

When the car arrived at the Government House one of the men in uniform stepped out and said, in English, to someone standing near: "Will you please tell the Minister of Foreign Affairs that a gentleman desires to speak to him."

Permission was soon given and the one in the suit of a civilian passed into the building. By this time a thousand or more persons had gathered around the car and its two occupants. They said nothing in reply to the many questions; but they cautioned the crowd not to touch the car, and those assembled heeded the caution with care.

After the lapse of an hour, a clerk from the foreign office brought a card and handed it to one of the men in the car, whereupon the car immediately moved off, and was soon lost to sight up the Punchbowl road. That evening about 11 o'clock several private carriages stopped at a certain spot near the base of Punchbowl, and soon there were collected the sovereign, the cabinet, and members of the Supreme Court. In a few minutes the strange car moved silently to the spot, and the whole party were taken on board, and were soon gliding up the mountain road. Presently they saw the immense air-ship resting quietly on a level space near the summit. It looked like an immense torpedo, and it was evidently composed of aluminum. Air-ships had been seen before in Honolulu, but nothing that equaled this. A neat stairway of woven wire extended in a graceful curve over the side of the vessel.

The royal party were soon seated on the broad upper deck, enclosed by a shining metal railing. Soon the crater seemed to sink beneath them, and ere they were aware they were floating out over the silent city, without a jar or seeming motion, bathed in the lambent light of a tropic moon.

In the morning the wildest excitement reigned in Honolulu. To begin with the ADVERTISER contained a special phonogram as follows:

LUNG, June 10.—A message by wire from Niihau states that the small rock islet of Kaula, lying about 15 miles southwest of that place was destroyed last night. It is supposed that a submarine earthquake must have buried it in the sea. A tidal wave about three feet high was noticed at many places on Kaula about 3 p. m.

Rumors were flying thick and fast concerning the visit of the air-ship and the interview with the Minister. But the Minister was very reticent. He said things were going very well with Hawaii, but nothing more could be ascertained.

It was known that there was great activity in the Government Building, and that a dispatch had been sent to the Hawaiian representative at Washington instructing him to ascertain what the United States

proposed to do about the indemnity question. Part of his reply is as follows:

The secretary was greatly surprised that I should again call his attention to the matter; he hoped that nothing would occur that would strain the friendly relations existing between the two nations, but he did not feel like going into the case. He hoped that Hawaii would not further press a matter that he had considered already tacitly disposed of.

Another dispatch was sent to Washington, and the answer came back:

"The United States positively refuses to entertain the question of indemnity. Ten millions can never be given to your paltry Kingdom's demand."

The United States representative in Honolulu was very much surprised the next day to receive a polite note from the Hawaiian Minister of Foreign Affairs, requesting him to take his departure from the Kingdom. "The stand taken by your Government in the indemnity matter will render it impossible for cordial relations to exist between this Government and your own, and I am very sorry that I have but one course to pursue in the matter, etc."

The Hawaiian Minister at Washington was ordered home, and arrived in a few days.

At this time there happened to be no United States cruiser in Honolulu harbor, although the North Pacific squadron numbered thirty-nine cruisers. The next thing was an order closing Hawaiian ports to American vessels, a copy of which was duly forwarded to Washington.

Great was the indignation which prevailed at Washington upon the receipt of this edict; a cable dispatch was at once sent to Honolulu, demanding the immediate recall of the order, or force would be used to compel compliance with the demand. No attention was paid to this threat, and the foreign representatives in Honolulu kept the cables warm with messages to their governments. The United States ordered six cruisers to proceed to Hawaii and maintain the authority and dignity of the United States. To be thus defied by one of the smallest of nations was very provoking to a great country. The cabinet thought the presence of a few monster ironclads would be all that was necessary to compel Hawaii to retract. So on the 19th of June, 1902, about 8 a. m., the signal station on Diamond Head reported a fleet of cruisers. Some were flying the American colors and the others belonged to different nations, and were coming along to see Hawaii subdued.

About the time the fleet was sighted three large air-ships floated almost imperceptibly over the city and settled on Punchbowl. The quiet-looking gentleman in civilian's clothes had a private signal station at the Government Observatory on Diamond Head. He was there now, and the Minister of Foreign Affairs was standing by him.

"You are confident that our calculations are correct?" said the minister anxiously.

"Oh, certainly," answered the civilian. "You remember Kaula?"

"Yes, yes, that is true," replied the minister. "One shell certainly destroyed that rock, and another, exploded in the sea, caused a terrible upheaval and tidal wave, as we learned the next morning. Still it would be beyond endurance should we fail."

"Have no fear," said the other, as he flashed a heliograph towards Punchbowl and began to interest himself with that instrument.

An immense concourse had gathered about the observatory on Diamond Head. As soon as the fleet was sighted the cable lines running to Diamond Head and vicinity were taxed to their utmost. By this time the people of Honolulu had a suspicion that the government had a power behind it that was little dreamed of. So all anxiety had given place to curiosity. All felt that a crisis of some kind was approaching, but none had any definite ideas on the subject.

A government launch put out, with a white flag flying. Then the warships that had gathered to see Hawaii subdued steamed slowly by Diamond Head and saluted the Royal Standard, which had just been unfurled. The launch had now reached the United States flagship, Sacramento, and delivered a note. It was brief, and the admiral read it to his staff:

"The prohibition concerning American vessels is still in force. Any of your fleet that crosses the line of Diamond Head must expect serious trouble." It was signed by the Minister of Foreign Affairs.

"That is pretty cool," said the admiral to his officers, as he read the note.

"I wonder what those fellows are up to," said the captain, as he stroked his moustache. "It doesn't seem possible that they mean to bluff us."

"I don't think they would do anything like that," replied the admiral. "It looks as though they mean business. They evidently came out to have a picnic. Just look at that mob about Diamond Head! I wonder if they have the blanked harbor full of torpedoes? We had better go slow. Mr. Brown, you will signal the fleet to fall in line, and let the Milpitas lead, carefully, with torpedo nets ready; have her captain send down some torpedo hunters,\* in armor, to see what they can find."

The signal officer quickly gave the orders, and the fleet moved slowly forward.

The visiting cruisers had taken up positions, and their crews were wondering what would happen next. The multitude about Diamond Head was almost breathless with expecta-

tion. Near the person in the dress of a civilian stood the royal party and the cabinet. He seemed to be the only unconcerned one in the concourse. In fact he was calculating how much terrorite would be required to pulverize the whole of the assembled fleets. He concluded that about \$19 worth would be all that would be needed, and then he noted that the Milpitas was about entering on forbidden ground. He glanced at the Minister, and then touched the lever of the heliograph slightly.

But few saw the monster torpedo-shaped mass glide quickly from the vicinity of Punchbowl, and hover over the fleet. When the steely cruiser drew abreast of Diamond Head, the air-car hung just over the vessel, at an altitude of a mile, and then something flashed downward like a falling star. It struck about 200 feet ahead of the Milpitas and a white column of spray shot upward. The commander of the cruiser saw the column of water leap up ahead, and, instinctively, he reversed the motion of his vessel. There through the openings in the conning tower he saw, what thousands also saw; the water seemed to rise up in front of the Milpitas as though a huge sugar loaf mountain was being quickly upheaved from the sea. In an instant, the mountain of water opened, and a cloud of spray and steam flew upward, accompanied by a dull roar. The prow of the Milpitas rose high in the air and the cruiser struggled on the slope of an avalanche of water like a frightened war steed. The massive wave passed onward, and the other vessels rocked till the boats on the davits dipped in the sea. The Milpitas was almost lost to sight in a storm of foam and spray; but the staunch ship bore the terrible ordeal, and floated unharmed.

The Admiral at once ordered the advance movement to stop. As he was holding a hurried consultation with his officers, a launch bearing a white flag was seen again steaming toward the Sacramento.

"I think we had better lay off eight or ten miles and shell them with our dynamite batteries," said the captain of the flagship.

"Eight or ten miles will be nothing for those fellows," answered a lieutenant gloomily, as he pointed to two air cars about two miles above the Milpitas.

The air-ships had not been seen before. The cruiser people had been looking at the bottom of the bay for torpedoes, but now they began to use their field glasses. But the launch now came alongside.

"Will you please take a wire aboard, so that the Cabinet can converse with the Admiral a moment?" said an officer in the launch.

This was done.

"Flagship, ahoy," came a call from the other end of the wire, which was at the station on Diamond Head.

"On board the flagship," replied the captain, while the Admiral stood near, and the officers stood in little groups, and spoke in low tones.

"The Hawaiian Government is anxious to settle this matter quietly, and without the shedding of blood, if possible. With this end in view, the Milpitas will be blown to atoms in about twenty minutes. It is suggested that her crew be ordered to leave her at once; of course the Admiral can take any steps he may think proper to prevent the destruction of the cruiser."

This was repeated, so that all heard. For a moment there was silence. The officers on the Sacramento were as brave as men dared to be. But they were also men of intelligence, and thought. They realized that ordinary means would not avail, but they did not shrink.

"Order the officers and crew to leave the Milpitas, and report on the San Diego; have all the sky-batteries manned, and fire at anything in range," said the Admiral.

Then the party went on deck and saw the orders carried out. The sky-batteries were improved Hotchkiss rifles, mounted so they would command any portion of the heavens. They were intended for use against hostile air-ships, and were supposed to be effective three miles. But, on this occasion, no air-ships could be seen. The fleet drew away from the Milpitas.

When the twenty minutes had expired, a vast quantity of white vapor belched from the main-hatch of the Milpitas, and with a fearful grinding noise she parted amidships, and quickly sank in eighty fathoms. The forward smoke-stack was blown 100 feet into the air.

A 100 lb. shell had been dropped into the fated vessel, and she was no more. A \$3,000,000 cruiser was at the bottom of the sea, sent there by 90 cents worth of terrorite. No one saw the shell fall, and no one on the fleet knew where it came from. The sky-batteries were silent. The officers of the visiting cruisers were struck dumb with astonishment, and not a sound came from the concourse on land. The waves caused by the sinking of the Milpitas gradually subsided, and the sea was again calm as before.

The civilian was the first one to make a move. He went to the wire connected with the Flagship. The Admiral was called below, and went to the receiver.

"On the Sacramento," said the Admiral.

"Did you hear anything drop?"

"Can I send a cable to Washington?" replied the Admiral, who did not think it necessary to answer the last interrogatory.

"Certainly!"

Then it was noticed that the Flagship lowered her colors. A launch soon put off from her, and in due course a cable was received at Wash-

ington. When the reply was received the United States cruisers put to sea.

The next morning the London Times published editorially:

"When the Milpitas sank yesterday afternoon off Diamond Head, the navies of the world sank with her. A new era has dawned. The world expected it some time, but it is here now. Everything pertaining to warfare must now be reconstructed. The weapons of yesterday are but the bows and arrows of barbarous ages."

The New York Sun contained this:

"The blindness of our Administration has brought shame and humiliation to the American nation. But we need not mourn; it was not Hawaii that lowered the colors of the Sacramento. It was the great and awful teacher—Progress. The wooden navy perished with the Cumberland, and the steel navy has met its fate with the Milpitas."

The lesson is brief, but awful. Henceforth the sea will know no more strife. Armies will vanish from the land. War will make his kingdom in the clouds, and Mars will drive his chariot on the mountain-tops. In a word, the huge structure of modern warfare has crumbled to dust.

\* During the Inter-European War it was usual to fill the harbors with torpedoes, and fire them by electricity when convenient. A system of alumina-platina cables was sometimes laid at the entrance to a harbor or river, on the sea bottom, and by a simple arrangement, a car of explosives could be almost instantly run under any passing vessel which it was desired to destroy. But these systems of harbor defense were rendered almost useless by the invention of a peculiarly constructed diving suit, in which divers could explore the bottom of the harbor and destroy all cables and shore connections.

## "German Syrup"

A Throat and Lung Specialty.

Those who have not used Boschee's German Syrup for some severe and chronic trouble of the Throat and Lungs can hardly

appreciate what a truly wonderful medicine it is. The delicious sensations of healing, easing, clearing, strength-gathering and recovering are unknown joys. For German Syrup we do not ask easy cases. Sugar and water may smooth a throat or stop a tickling—for a while. This is as far as the ordinary cough medicine goes. Boschee's German Syrup is a discovery, a great Throat and Lung Specialty. Where for years there have been sensitiveness, pain, coughing, spitting, hemorrhage, voice failure, weakness, slipping down hill, where doctors and medicine and advice have been swallowed and followed to the gulf of despair, where there is the sickening conviction that all is over and the end is inevitable, there we place German Syrup. It cures. You are a live man yet if you take it.

For diarrhoea or summer complaint in any form, there is nothing better than Chamberlain's Colic, Cholera and Diarrhoea Remedy. Mrs. Nancy Berry, of Adams, Lawrence Co., Kentucky, says one dose of it cured her of an attack of diarrhoea. Two or three doses will cure any ordinary case. When reduced with water it is pleasant to take. 25 and 50 cent bottles for sale by all Dealers.

BENSON SMITH & CO., Agents.

Mr. Thomas Batte, Editor of The Graphic, Texarkana, Arkansas, has found what he believes to be the best remedy in existence for the flux. His experience is well worth remembering. He says: "Last summer I had a very severe attack of flux. I tried almost every known remedy, none giving relief. Chamberlain's Colic, Cholera and Diarrhoea Remedy was recommended to me. I purchased a bottle and received almost immediate relief. I continued to use the medicine and was entirely cured. I take pleasure in recommending this remedy to any person suffering with such a disease, as in my opinion it is the best medicine in existence." 25 and 50 cent bottles for sale by all Dealers.

BENSON SMITH & CO., Agents.

### New Advertisements.

## BISMARCK STABLES!



GENERAL LIVERY.

Maui Street, Wailuku, Maui.

Carriages obtained in 5 Minutes Notice

with reliable drivers.

SINGLE or DOUBLE TEAMS.

SADDLE HORSES.

Gentle for Ladies use.

Carriages will be at every Steamer landing, on Steamer arrival.

Carriage Stand, Wailuku Market

BREEDING DEPARTMENT.

The Celebrated Stallion BELL RINGER, will stand for Service at the Stables.

Price \$30. TELEPHONE NO. 17.

H. BROOKMAN, MANAGER.

### New Advertisements.

## GRAND OPENING, MONDAY, AUG. 24.

## EGAN & GUNN

Having Moved to Their New and Commodious Store

On Fort St., Brewer Block,

WILL DISPLAY A COMPLETE STOCK IN EVERY DEPARTMENT.

OPEN SATURDAY EVENING!

2848 1386-q

## MOSQUITO BITES!

A

Positive Preventative

CALLED

## FLEAS MUST GO!

For Sale by

BENSON, SMITH & Co.

SOLE AGENTS,

113 and 115 Fort Street.

1381 2651-q

## JOHN NOTT,

—IMPORTER AND DEALER IN—



Steel and Iron Ranges, Stoves and Fixtures,

HOUSEKEEPING GOODS AND KITCHEN UTENSILS,

AGATE WARE IN GREAT VARIETY.

White, Gray and Silver-plated.

LAMPS AND FIXTURES!

RUBBER HOSE,

LIFT AND FORCE PUMPS, WATER CLOSETS, METALS,

Plumbers' Stock, Water and Soil Pipes.

Plumbing, Tin, Copper and Sheet Iron Work,

DIMOND BLOCK, 95 and 97 KING STREET.

1356-2651-q

## CASTLE & COOKE,

—IMPORTERS,—

Shipping and Commission Merchants,

PLANTATION AND INSURANCE AGENTS.

DEALERS IN

BUILDERS' AND GENERAL HARDWARE, AGRICULTURAL IMPLEMENTS,

PLANTATION SUPPLIES

Carpenters' Blacksmiths' Machinists' and Plumbers' Tools,

HOUSE FURNISHING GOODS

Kitchen Utensils, Paints, Oils, Varnishes, Lamp Goods, and

General Merchandise.

Blake's Steam Pumps, Weston's Centrifugals,

Wileox & Gibbs, and Remington Sewing Machines,

Dr. Jane & Sons Family Medicines.

2651 1356-q